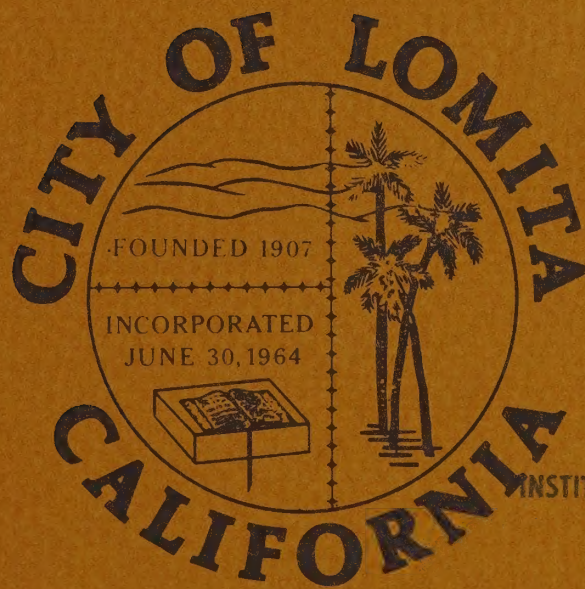


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COMPREHENSIVE GENERAL PLAN 1966



INSTITUTE OF GOVERNMENTAL
STUDIES

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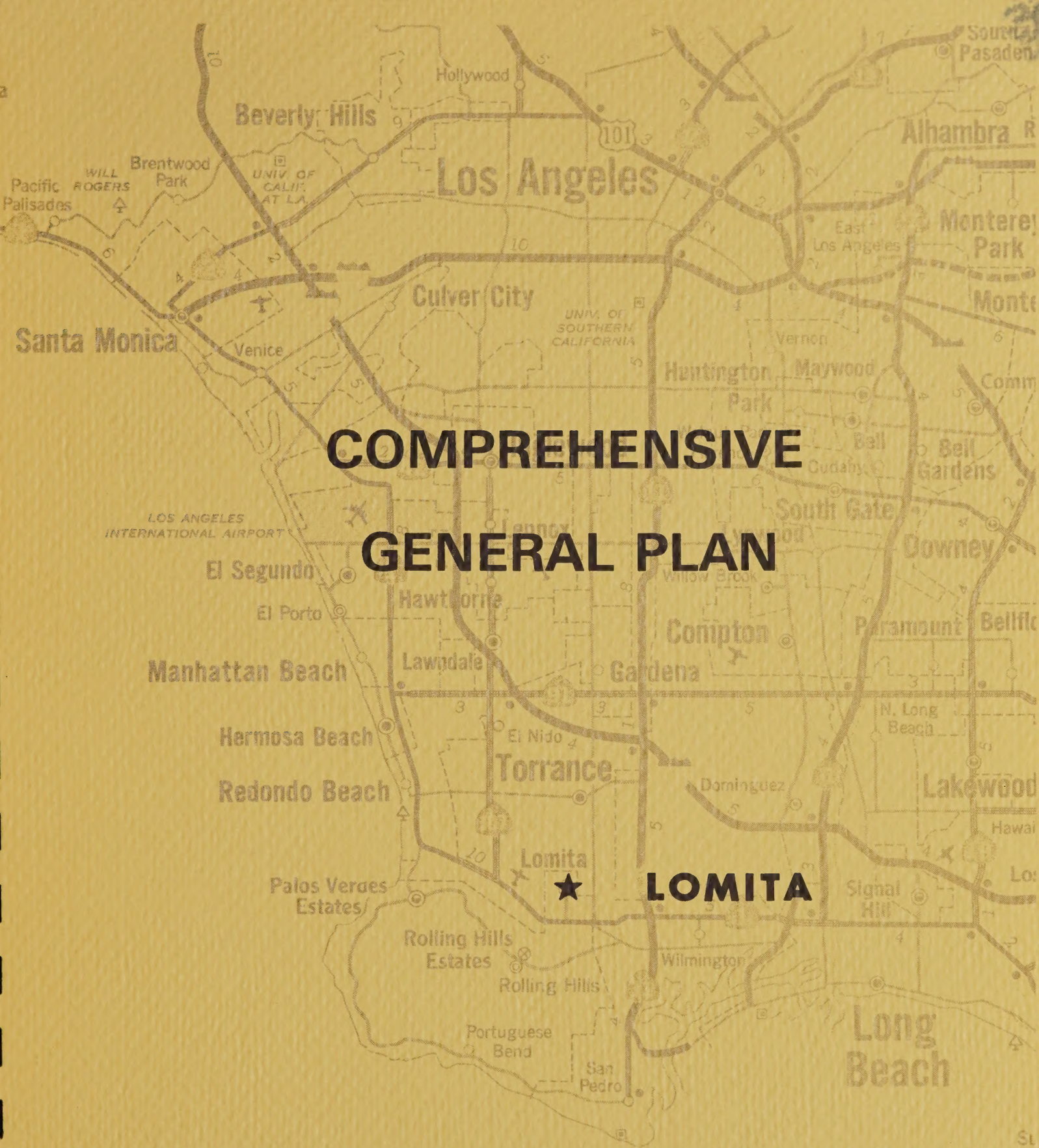
[Lomita City Council]
city planning *Lomita*



NEAL IRVING & ASSOCIATES

13708 STUDEBAKER ROAD • NORWALK, CALIFORNIA • UNIVERSITY 4-5143

PLANNING & ENGINEERING CONSULTANTS



COMPREHENSIVE GENERAL PLAN

LOMITA

"Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever growing insistency. Remember that our sons and grandsons are going to do things that would stagger us. Let your watchword be order and your beacon beauty."

Daniel Burnham
Chicago World's Fair
1893



CITY OF LOMITA, CALIFORNIA

GENERAL PLAN

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City Council

Joe A. Haslam, Mayor

Meadd Gardiner, Mayor Pro Tem

Clyde S. Bernhardt, Councilman

Jim Cole, Councilman

Ray H. Ferrin, Councilman

Administration

Stanley D. Greene, City Administrator

J. William Phillips, City Attorney

J. Vernon Walker, City Treasurer

Planning Commission

Lee Stratford, Chairman

Lewis Learnard, Vice Chairman

Charles Belba, Commissioner

Richard E. Frazier, Commissioner

E. E. Meyer, Commissioner

Dee Sagers, Commissioner

Ed Stambaugh, Commissioner





NEAL IRVING & ASSOCIATES

Planning Consultants

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12820 STUDEBAKER ROAD
NORWALK, CALIF. 90650

Honorable Mayor & City Council
City Hall
Lomita, California

Gentlemen:

This report summarizes the policies and proposals of the Lomita General Plan, which will serve as the guide for the future growth and development of the City.

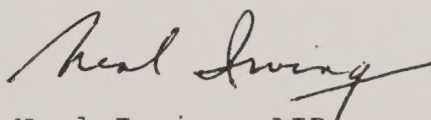
I wish to commend the City Council for your concern and interest in providing for the orderly and efficient development of Lomita. One of the first actions by the Council after incorporation was to authorize the preparation of a Comprehensive General Plan Program. Now that this has been accomplished the General Plan needs to be put into action by the preparation of precise plans to implement the proposals of the Plan.

Much time and effort was given by the City Administration, Planning Commission and City Council during the study, analysis and adoption of the General Plan. The planning process also included the participation of interested groups and the residents of Lomita and we achieved "total involvement" in this planning program.

The General Plan should be reviewed annually by the City and maintained with changing conditions and new developments. The Plan will assist the many private and public improvements that will be constructed and will preserve and promote property values in the future.

It has been an interesting and enjoyable experience to serve the City of Lomita as Planning Consultant. I would like to thank you for your support and assistance during the preparation of this program.

Respectfully submitted,


Neal Irving, AIP



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LOMITA

BACKGROUND

Lomita was created in 1907 as a seven square mile residential tract out of the high tax area of Los Angeles. In viewing the site for the new community from the Palos Verdes Hills, the developer named the tract "Lomita", from a Spanish word meaning "little hills". Homesites sold for \$200.00 a lot, with larger parcels selling from \$400.00 to \$600.00 an acre. Four water wells were drilled to provide the necessary water service. Streets were graded but not paved and were named after various States and species of trees and fruit. In 1908, the first school house was constructed. Several businesses, including a "general store" with a post office soon followed. By 1909, the town's first churches were organized and buildings were constructed. In 1920, the State Bank of Lomita was organized with a capital stock of \$100,000.00.

An oil boom struck the community in 1923. Some 500 acres of the Lomita Subdivision were converted to oil drilling land. Lots that previously sold for \$300.00 to \$400.00 were then selling for \$35,000.00.

The oil boom stimulated Lomita's growth and brought many new residents to the community. Egg ranches, fruit groves and other agricultural uses soon created a rural type of village.

In the years that followed, adjoining cities began whittling away at Lomita by annexing much of its area. By 1963, the original unincorporated seven square mile subdivision of Lomita was reduced to 1.87 square miles.

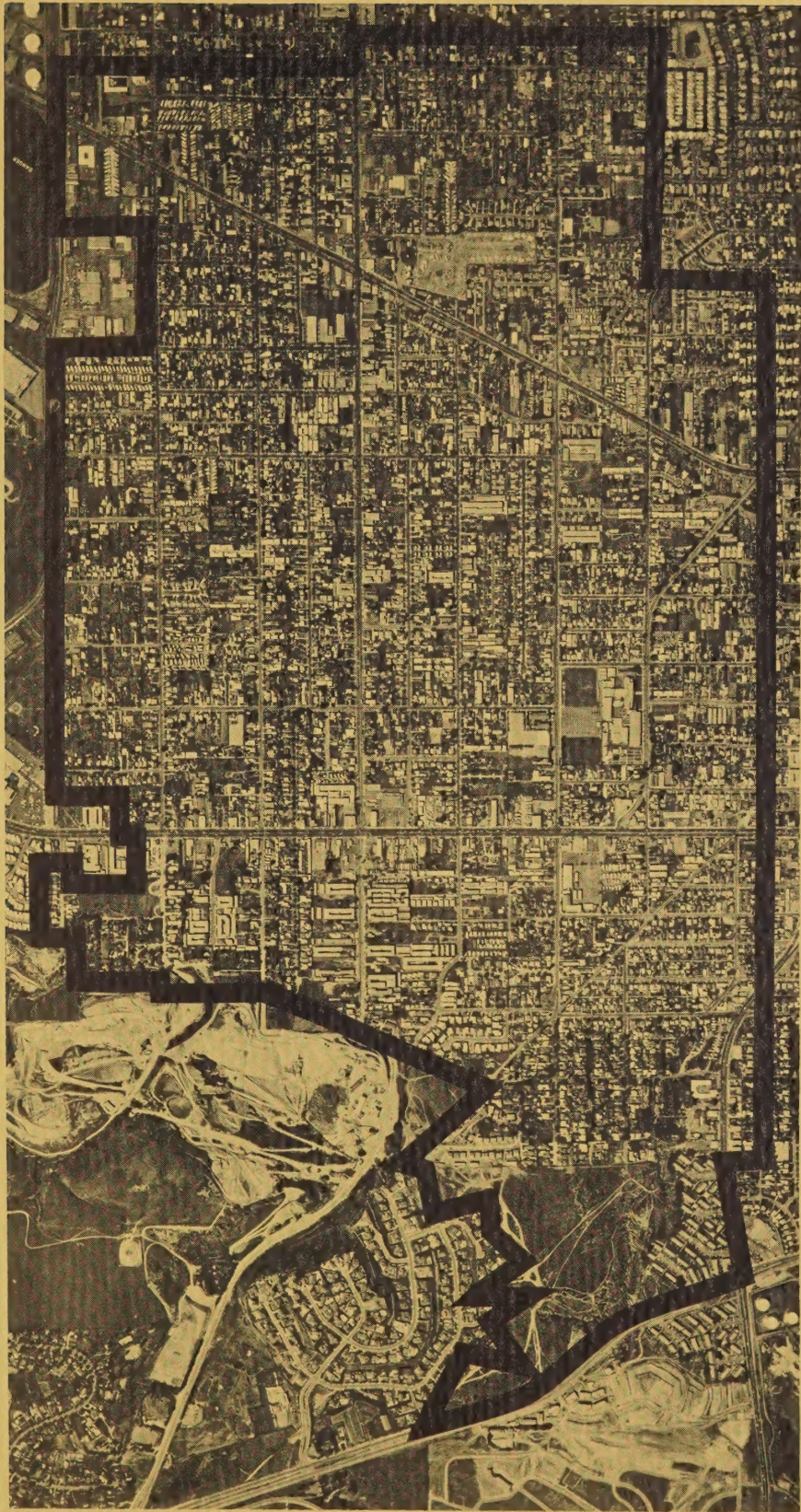
Lomitans, facing 57 annexations of 155 Lomita parcels in 1963, began circulating a petition for incorporation. The Committee for Incorporation obtained over 2,400 signatures of registered voters. While the petition must represent 25 percent of the qualified voters owning 25 percent of the assessed valuation, 43.5 percent was received. This was the highest percentage of any petition submitted for incorporation in the history of Los Angeles County. After the County Board of Supervisors approved the boundaries for the proposed city, an election was scheduled for June 16, 1964. On that date 75 percent of the registered voters went to the polls and voted 3-2 for incorporation.

Lomita was incorporated as a general law city on June 30, 1964, becoming the 76th city in Los Angeles County. The City has a Council-Manager form of government and is patterned after the "Lakewood Plan" contracting with the County of Los Angeles for many of its local services, including Police, Fire, and Street Maintenance. The City of Lomita has operated since incorporation without a City property tax.

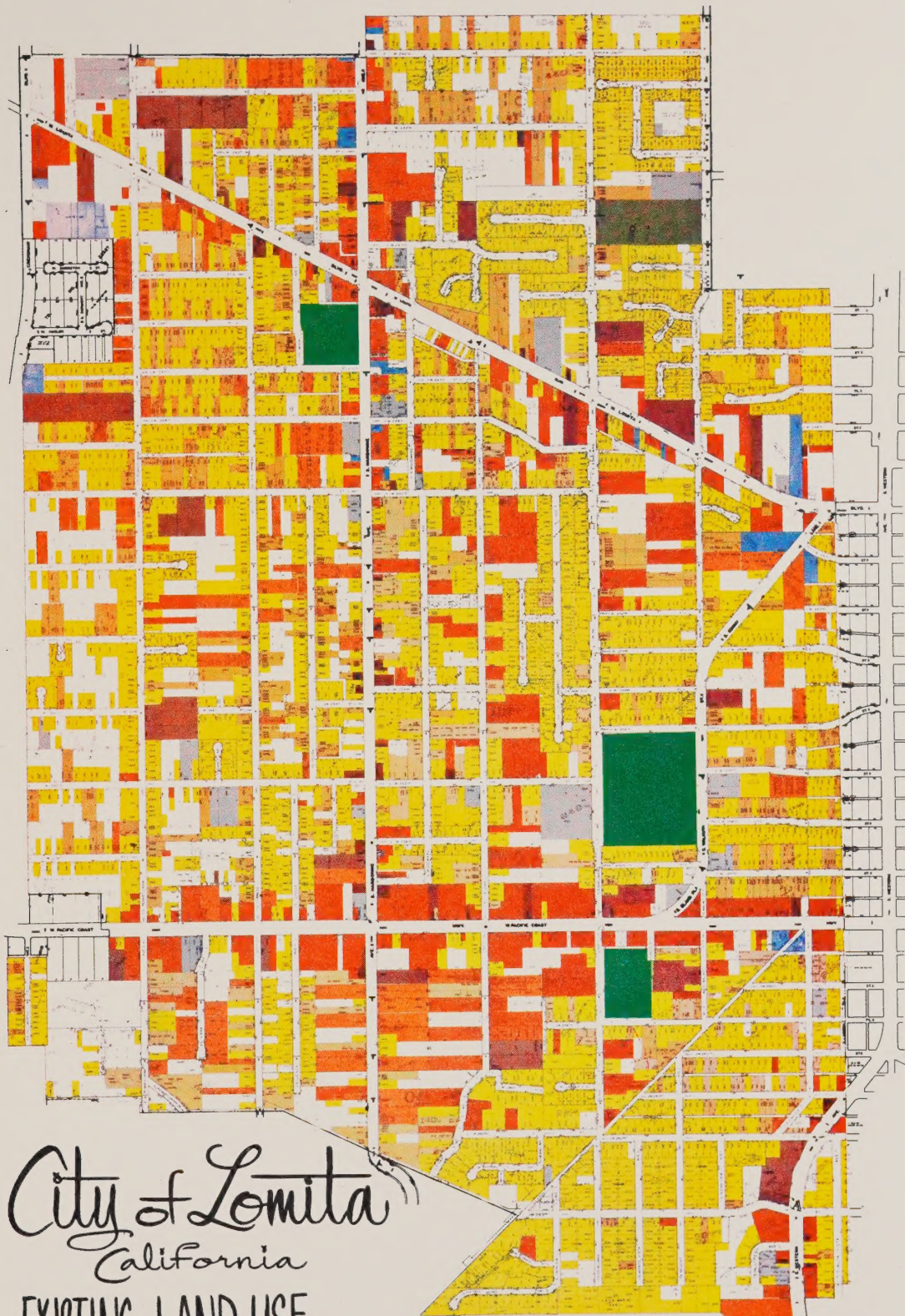
Located about 26 miles southerly from the Los Angeles Civic Center, Lomita is bordered by the City of Torrance to the north and west, the City of Los Angeles to the east and the City of Rolling Hills Estates to the southwest. To the south there is a large unincorporated area that is part of the Palos Verdes Peninsula.



DIMINISHING LOMITA – The larger black boundary around Lomita shows the area as it was in the 1920's. The smaller boundary shows Lomita as it is today. From an area of almost seven square miles Lomita has been whittled away over the years until it now stands at 1.87 square miles.



INVENTORY & RESEARCH



City of Lomita California

EXISTING LAND USE

LEGEND

LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
TRAILER PARK
PROFESSIONAL OFFICES
COMMERCIAL
INDUSTRIAL
SCHOOLS
PARKS
PUBLIC FACILITIES & INSTITUTIONS
VACANT



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INVESTIGATION & ANALYSIS

Existing Land Use and Zoning

Over 83 percent of Lomita is presently improved leaving less than 200 acres of vacant land available for new development. Much of this vacant land is the interior portion of many of the City's deep lots. The land uses are mixed and confusing. They seem to represent the rural type of development without any semblance to a plan or logical order.

At the time of the land use survey in January 1966 there were 7,374 dwelling units in the City. The population was estimated to be 19,913 people, with an average of 2.7 persons per family. Of the total area of the City, 55.4 percent was devoted to residential uses. It is interesting to note that while 33.0 percent of the city is used for single family homes, only 8.6 percent of the city is zoned for R-1, single family residential. This means that most of the homes are located in zones other than R-1. However, while there are no agricultural uses evidenced, 17 percent of the City is zoned A-1, light agriculture. Only 9 acres of land is used for industrial purposes, but almost 62 acres are zoned industrial. Of the 9 acres used for industry, 3 acres are in zones not permitting industry and are, therefore, non-conforming. Additional comparisons would further illuminate the confusions of land use that has taken place over the past 60 years.

Medium and high density developments are scattered throughout the City. These improvements range from groupings of single family units, to duplexes to apartment houses. There are also 23 trailer parks in the City, which represent 31.2 acres or 2.6 percent of the total City area.

The major commercial development in the City of Lomita is located along Pacific Coast Highway. The uses are mainly highway orientated, forming a pattern of strip commercial development. Many of the commercial lots have a minimum width of 50 feet and range from 115 feet to 250 feet in depth. There is very little off-street parking provided. In addition, there is sparse commercial activity along Lomita Boulevard and portions of Narbonne Avenue. While a total of 126.40 acres are zoned commercially, only 56.40 acres are used for commercial purposes, and only 36.0 acres are found in the commercial zone. The remaining 20.40 acres are in the M-1, manufacturing zone.

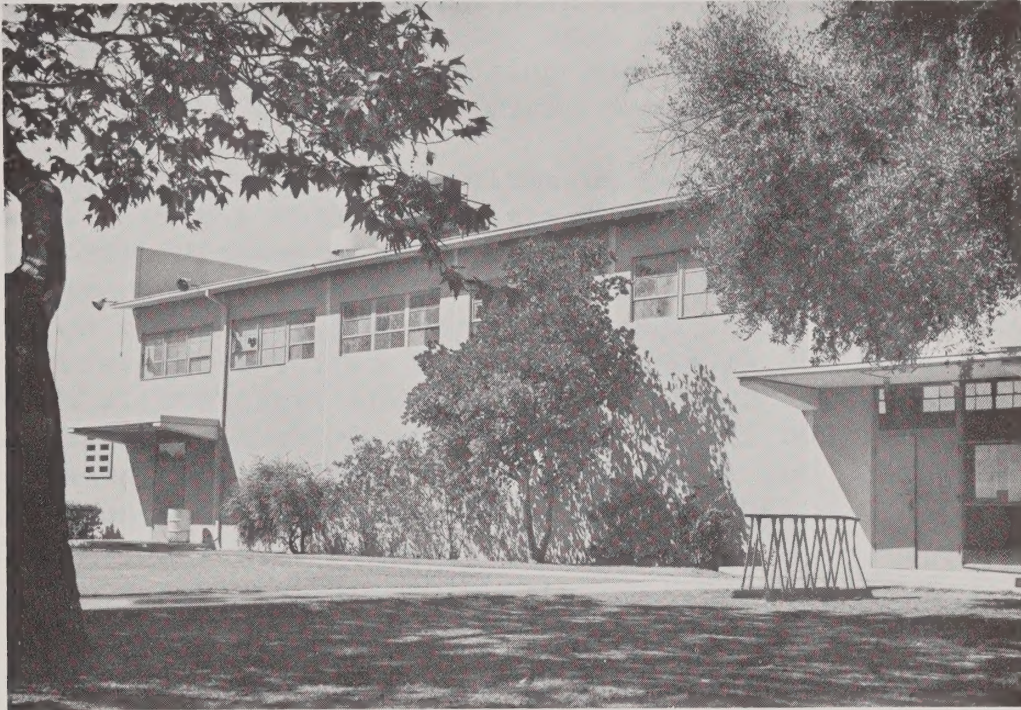


Lomita is within the service trade area of the Del Amo Shopping Center located northwesterly of the City. This regional center serves most of the heavy commercial needs, such as clothing, dry goods and appliances for a radius of 5 miles. A recent survey showed that less than 50 percent of Lomita residents purchase their food, drugs and daily shopping needs in the City, and less than 25 percent obtain their commercial services in Lomita.

Lomita is within the Los Angeles City School District. Three school sites are within the City - 2 elementary schools and a junior high school. The senior high school and other schools serving Lomita are located outside the City. Two private or parochial schools also serve the educational needs of the City with 10 percent of the children in elementary school attending private schools. The two public elementary schools are on small limited sites totaling 8.1 acres, providing little play space or open area.



Lomita has one park of 5.7 acres. The facility is called the Lomita Recreation Center and has a gymnasium and community building in addition to varied play areas. In addition, there are several neighborhood parks and larger regional areas nearby that also supply the recreational needs of the City. Lomita is within easy reach of the miles of beautiful shoreline developed with local and regional recreation facilities.



Lomita is included in the Los Angeles County network of major and secondary highways. The general regional highway pattern has a major highway at one mile intervals and a secondary highway between the major highways. Five major highways serve the City; Pacific Coast Highway (State Hwy. 101), Lomita Boulevard, Western Avenue, Palos Verdes Drive North, and Crenshaw Boulevard. Lomita also has two secondary highways, Narbonne Avenue and Eshelman Avenue.

Most of the local streets have a right-of-way of 40 to 50 feet with the pavement widths varying from 24 to 30 feet. This does not permit the desired two parking and two travel lanes. Most of the local streets do not have curb, gutter or sidewalk improvements.

A study of the traffic volume on major streets in the City indicates that the bulk of the traffic is in a east-west direction. Pacific Coast Highway has the highest traffic count in the City with an average of 24,000 to 27,000 cars per 24 hours. The peak traffic on this major highway was 30,000 cars. Lomita Boulevard has 17,000 cars; Palos Verdes Drive North has 14,000 cars; Crenshaw Boulevard 22,000 cars; and Western Boulevard 16,000 cars; Narbonne Avenue, carrying north-south traffic, has 11,000 cars. The collector type streets such as Pennsylvania, Eshelman and Walnut Streets had traffic counts of 3,000 to 4,000 cars per day.

LAND USE - ZONING QUANTITATIVE ANALYSIS

JANUARY, 1966

LAND USE	LAND USE IN ACRES BY ZONE									TOTAL LAND USE (AC)	% OF CITY IN EACH LAND USE
	A-1	R-1	R-2	R-3	C-3	C-4	CPD	M-1	M-1½		
S. Fam. Resid.	100.1	49.0	149.5	67.4	16.1	5.2	-	7.6	-	394.9	33.0
2 Fam. Resid.	22.2	1.3	52.0	25.1	7.9	1.3	-	3.6	-	113.4	9.5
Mult. Fam. Resid.	1.8	.6	45.8	65.0	7.1	2.3	-	1.4	-	124.0	10.3
Trailer Park	3.9	-	2.8	2.8	7.2	6.7	-	7.8	-	31.2	2.6
Professional											
Offices	0.1	-	0.1	-	4.5	0.1	-	1.1	-	5.9	0.5
Commercial	3.3	-	0.7	0.4	34.6	1.4	-	15.7	0.3	56.4	4.7
Industrial	-	0.6	-	0.7	1.4	-	-	3.6	2.7	9.0	0.8
Schools	12.8	-	6.7	-	-	-	-	1.4	-	20.9	1.8
Parks	5.7	-	-	-	-	-	-	-	-	5.7	0.5
Public Fac.											
& Instit.	5.4	-	3.5	1.3	2.7	-	-	4.3	-	17.2	1.4
Vacant	49.2	51.2	35.8	22.8	15.1	7.0	5.8	11.7	0.6	199.2	16.6
Streets &											
Highways	-	-	-	-	-	-	-	-	-	219.0	18.3
TOTAL ACRES											
BY ZONE	204.5	102.7	296.9	185.5	96.6	24.0	5.8	58.2	3.6	219.0	1196.8
% OF CITY											
IN EACH ZONE	17.1	8.6	24.8	15.5	8.1	2.0	0.5	4.8	0.3	18.3	100.0

STREETS AND HIGHWAYS

10

POPULATION

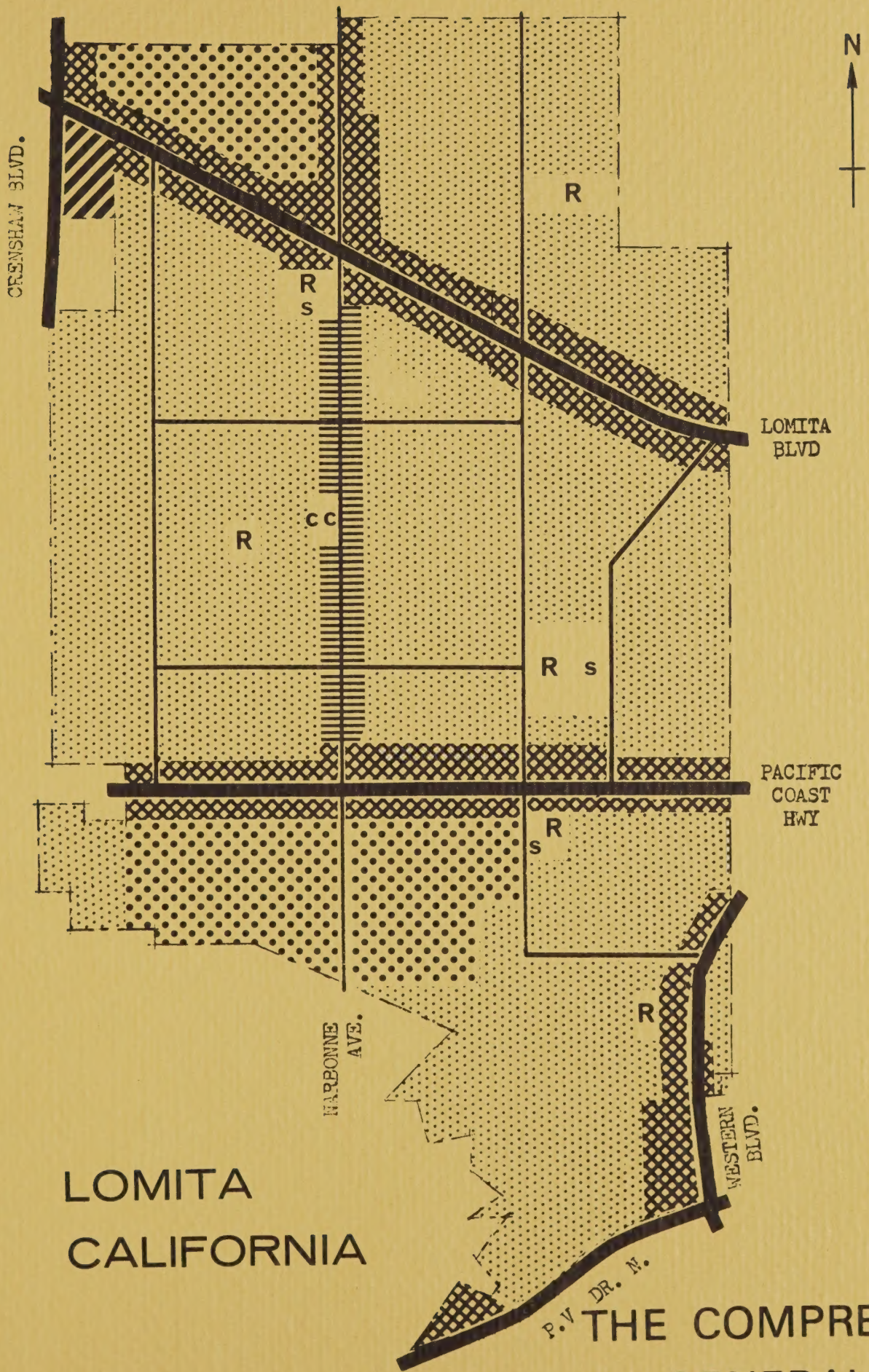
The 1960 Federal census disclosed that Lomita had a population of 14,983. Of this figure 7,412 were males and 7,571 were females. This census also indicated a non-white population equal to 2.0 percent of the total figure, and a foreign-born population equal to 6.7 percent. There were 5,036 occupied households giving a ratio of 2.96 persons per household. This is a lower ratio than many cities and lower than the ratio for the entire State. A low ratio of persons to households is usually indicative of an older population and of smaller families residing in apartments rather than in houses. The 1960 census also disclosed the following age groups within the City:

Under 18	34.8 percent
18 to 64	56.4 percent
65 and over	8.8 percent

Forty-two percent of the entire population had completed four years of high school or more, and the median level of education completed was 11.1 years.

White collar occupations employed 36.1 percent of Lomita's working population, while the manufacturing and industrial trades provided employment for 33.2 percent. The median family income for Lomitans was \$6,194.00, while 13.7% of the families had incomes of \$10,000 or more. Over 87 percent of the employed population worked at their jobs outside of the City of Lomita.

The majority (60%) of the housing units were owner occupied. Of a total of 5,351 units, only 315 were vacant. The bulk of the housing units were constructed prior to 1950; 1,715, prior to 1940, and 1,381 between 1940 and 1950. Between 1950 and 1960, 2,255 housing units were built.



LOMITA
CALIFORNIA

THE COMPREHENSIVE
GENERAL PLAN

The preparation of the General Plan is one of the most responsible types of legislation a city can undertake. Today's city must be able to meet the challenges of the processes of change that a community endures. It cannot be left to the chances of unplanned growth, but must be guided by a plan for the future based upon the City's resources and potentials. Lomita must be considered as part of a great metropolitan complex - not as an independent isolated community.

The General Plan has been prepared to guide the future growth and development of the City. The Plan is long range in scope and projects into the future 20 to 30 years. All types of land uses - residential, commercial, industrial and public - are coordinated into the General Plan. The Plan "generally" designates future land uses. The timing, size and extent of new developments will be by precise plans based upon the overall General Plan. The General Plan will assist the many private and public investments in the improvement of the community. The purpose of the General Plan is to make Lomita a better place to live, work and play. The General Plan will not affect the use, operation, or zoning of any property in the City of Lomita.

The goals and objectives of the General Plan are:

TO PROTECT THE ESTABLISHED RESIDENTIAL NEIGHBORHOODS BY:

Buffers and development standards between more intensive land uses.
Adequate schools, parks and recreation areas.
Convenient and complete shopping facilities.
A safe street pattern.
Adequate public utilities and services.

TO MAINTAIN A SOUND ECONOMIC BASE AND STIMULATE FISCAL PROGRAMS BY:

Commercial development and employment opportunities.
Coordinating capital improvement projects.
Protecting and promoting property values.

TO PROMOTE THE AESTHETIC AND CULTURAL ACTIVITIES OF THE COMMUNITY BY:

Landscaping and beautifying streets and highways.
Providing libraries, museums and varied social events.
Attractive civic and public buildings.
Development standards for private improvements.

TO PLAN FOR THE ORDERLY FUTURE GROWTH AND DEVELOPMENT BY:

Maintain the planning studies and surveys of the General Plan.
Annual review and updating of the General Plan.
Continue a program of the implementation of the planning proposals.

LAND USE ELEMENT

Residential

Lomita must be a nice place to live - so many people live here! The City of Lomita has a population of 20,000 people. This is 10,696 persons per square mile and makes Lomita the seventh densest city in the County of Los Angeles.

One of the largest planning problems facing Lomita will be to attempt to create some logical order to the City's residential pattern. Low density single family areas have not had the necessary restrictions to safeguard and protect these areas from multiple family developments. With the large influx of population to the South Bay area, there will be further pressures to medium and high density development. Since most of the homes in Lomita were constructed prior to 1950 and the present zoning is towards multiple family residential, the transition to higher density developments can be expected. It is estimated that the population of the City could exceed 40,000 people or twice the present City population if development followed the present zoning standards.

The General Plan designates 57.5 percent of the total City area for low density development. Three general areas are depicted for low density residential. One is the rolling hillside area from Palos Verdes Drive to Pacific Coast Highway. The topography here will probably warrant the largest lots and lowest density. The central portion of the City between Pacific Coast Highway and Lomita Boulevard has most of the City's deep lots, with parcels ranging from 175 feet to 400 feet in depth. Subdivision development should be encouraged in this central area to preserve the low density residential qualities. The area northerly of Lomita Boulevard also has many deep lots that should be developed by single family subdivisions rather than with private roadways or multiple family developments.

The City should strive for a density average of about 5 to 6 families per net acre in the low density areas. In properly planned cluster or unit developments the density per acre could be increased on larger parcels of property. These planned developments should be prepared to safeguard the residential qualities by providing adequate open space, buffers and landscaping to retain the desired residential amenities. It would also be desirable to prepare block area studies showing suggested development of the many individually owned parcels within a block. These studies would assist the coordination of the proposed developments, streets,

drainage, utilities and other factors of construction. The suggested studies would aid the property owners by informing them of how their land might be developed and how to achieve a desirable residential pattern for the City.

Two major areas of the City have been designated for medium density residential development. The area southerly of Pacific Coast Highway generally, between Pennsylvania and Eshelman Avenues would be desirable for medium density developments. There are many large lots in this area suitable for multiple family use. Good street access, the proximity to shopping and major highways are other advantages of this location. The other desirable area of the City for high density development is northerly of Lomita Boulevard between Crenshaw Boulevard and Narbonne Avenue, which is adjacent to commercial uses. However, the lot size and street access will require special precise planning before desirable multiple family uses could be developed. The General Plan includes 75 acres or 6.3 percent of the total City area for medium density use.

It would seem that the average density range for the medium density residential areas would be between 7 to 14 families per net acre. At proper locations and on larger lots the density could be increased to a maximum of 30 families per net acre.

The Business and Professional area along Narbonne Avenue would also be most desirable for medium density residential development. Apartments would be compatible with the anticipated uses in the Business and Professional district. This area could accommodate the highest density range due to the fine access of Narbonne Avenue and the location advantages to commercial uses and the proposed civic center.

Commercial

The role of commercial land in Lomita will be to serve the convenience retail needs and the highway users along the major roadways. 133 acres, representing 11.1 percent of the total City area, has been designated for commercial use in the General Plan. Commercial areas strip Pacific Coast Highway, Lomita Boulevard, Western Avenue and the northerly portion of Narbonne Avenue. The amount of commercial proposed on the Plan exceeds the anticipated needs for convenience retail shopping.

The commercial areas of Lomita will be competing with modern shopping centers in the surrounding area, and will therefore have

to improve in order to retain present shoppers and to attempt to re-capture the leakage of sales to shopping facilities outside the City.

Strip commercial development has not generally proven to be able to compete with new shopping centers. One proposal for the improvement of the commercial uses of Lomita is to create cluster or centers of shopping along the strips of commercial. Most of these developments will require the cooperation of several property owners to combine their separate parcels into the cluster of shopping. It is difficult if not impossible to provide off-street parking on a 50 x 150 feet commercial lot and still have sufficient area to construct a building. The individual development of separate commercial lots also requires more area for parking, access and maneuvering than larger parcels of property. For property already developed for commercial use there is little opportunity to provide the necessary off-street parking. In many cases, it has been more successful to consider a parking district to acquire, improve and operate off-street parking facilities. The parking district could serve as the catalyst to create the cluster or shopping centers that will be needed in the commercial areas.

Although, all of the frontage along the commercial highway is designated for shopping, several zoning district classifications would be desirable. Through zoning, the cluster or shopping centers could be promoted, and somewhat tied together by a more restrictive commercial classification. Development standards should be set high in order to achieve the combination of smaller lots and to encourage a better quality of commercial development.

It will also be essential to begin the amortization and gradual elimination of non-conforming uses in the commercial areas. The non-commercial uses hinder the established shopping facilities and prevent the expansion or construction of new developments. Adjacent properties to the commercial areas should also be studied to provide a means to enlarge some of the existing commercial uses in accordance with a proper plan for development.

There are also several locations of the City where the street pattern should be considered in conjunction with the creation of shopping clusters. In these areas the local streets intersect the commercial highway at a bad angle and there is a potential traffic hazard. Generally there are small lots insufficient for good commercial use. By a precise development plan the local street could be closed by the creation of a cul-de-sac. The small lots and the portion of abandoned street could be utilized for a shopping cluster.

All in all, if the commercial areas of Lomita are to survive, many programs and precise plans by the property owners, merchants, Chamber of Commerce and the City will need to be developed.

Narbonne Avenue, between Pacific Coast Highway and Lomita Boulevard, has been proposed for Business and Professional Office uses. This area has the beginning of existing office and institutional uses. The new Post Office and the proposed Civic Center will enhance this area for additional office use. It would also be desirable to encourage related commercial and service uses if they contribute to the purpose and operation of this district. This area will also need to expand in depth to provide larger building sites, off-street parking, landscaping and buffers through the development of precise plans. This area has a fine potential to attract new office and institutional uses that will benefit the other areas of the City.

Industrial

Lomita is not well suited for industry. The pattern of smaller lots, the proximity of existing residential uses and the availability of fine industrial land in the surrounding areas generally precludes this use from Lomita. Only the southeasterly corner of Crenshaw Boulevard and Lomita Boulevard is designated for industry. This area of 8 acres is comparable to the existing acreage used for industrial purposes, but is only a fraction of the 62 acres zoned for industry.

This area is adjacent to a small industrial park, which would be the best type of development for this industrial location. The other industrial uses existing throughout the City will need to be gradually phased out so that they eventually conform to the future land use of the General Plan.

Public Buildings

Public buildings reflect the image and culture of the community. Properly located, the public uses serve the civic and governmental needs of the City. The Lomita City Hall should be part of a civic center complex of City, County and other related public uses. The City will need a City Administration building and Council Chambers, which may also be used by the other City Commissions. A 2 to 3 acre site would provide sufficient building area, parking, landscaping and buffers. It would be desirable to re-locate the Lomita Branch Library to the Civic Center site to enable the dual use of parking facilities and to enhance the development of the complex.



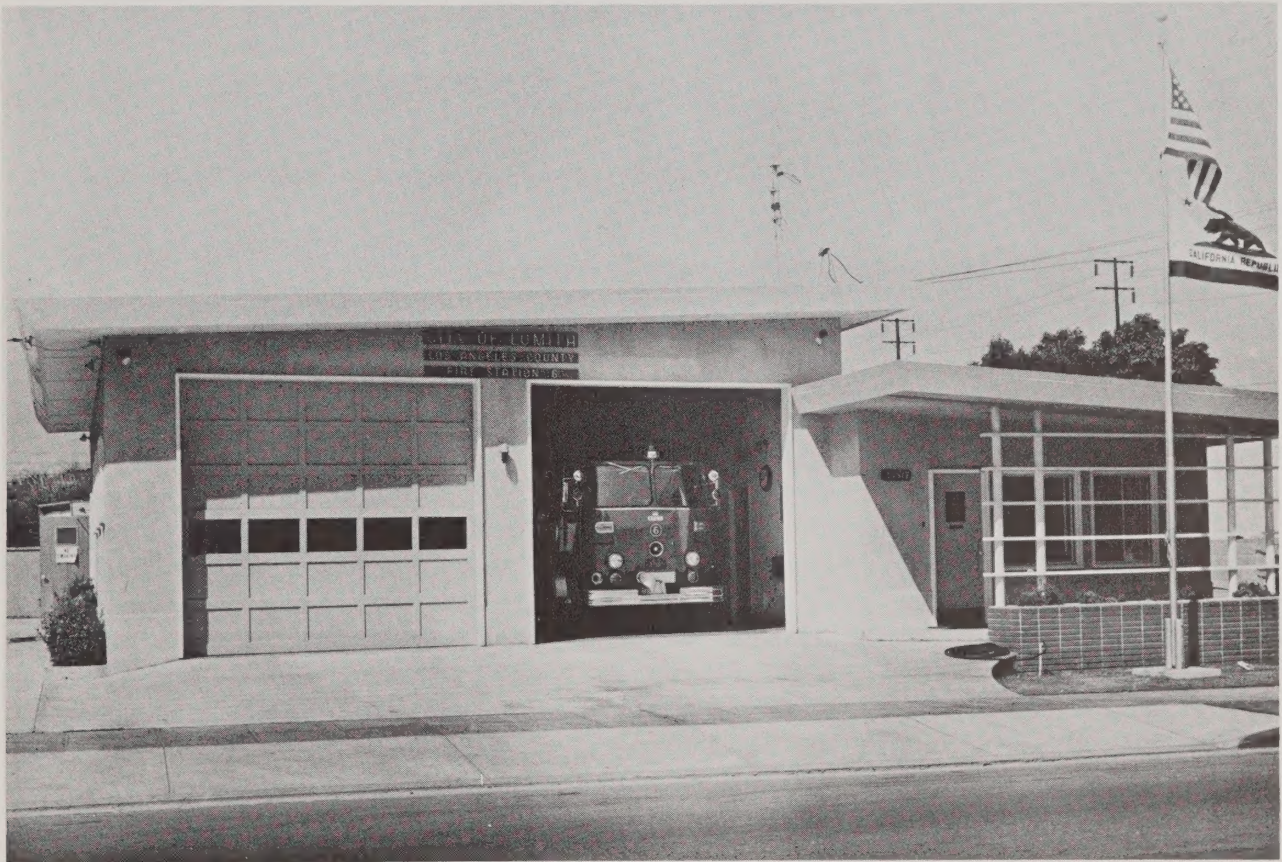
Los Angeles County follows the practice of providing branch administrative offices throughout the County. Several branch offices are already located in Lomita and the County owns a vacant parcel that has been proposed for a new facility in the future. This County parcel is located in the northerly portion of the City and would be better utilized for a commercial shopping center.

The proposed Lomita Civic Center on Narbonne Avenue is just about the geographical center of the City. It should very adequately serve the City and surrounding areas.

A new post office building has just been constructed on Narbonne Avenue and would be a compatible neighbor to the Civic center. Possible Los Angeles County offices would include Engineering, Planning, Assessor, Building and Safety and others.



Los Angeles County Fire Station No. 6 is also on Narbonne Avenue and is in the best location to continue to serve the future fire protection needs of the area. The Los Angeles County Lennox Sheriff Station while presently serving the police protection needs of Lomita, is some distance away. It has been proposed by the County that a more central location to the South Bay area is desirable. Lomita could provide this central location and should attempt to have the station located within the City.





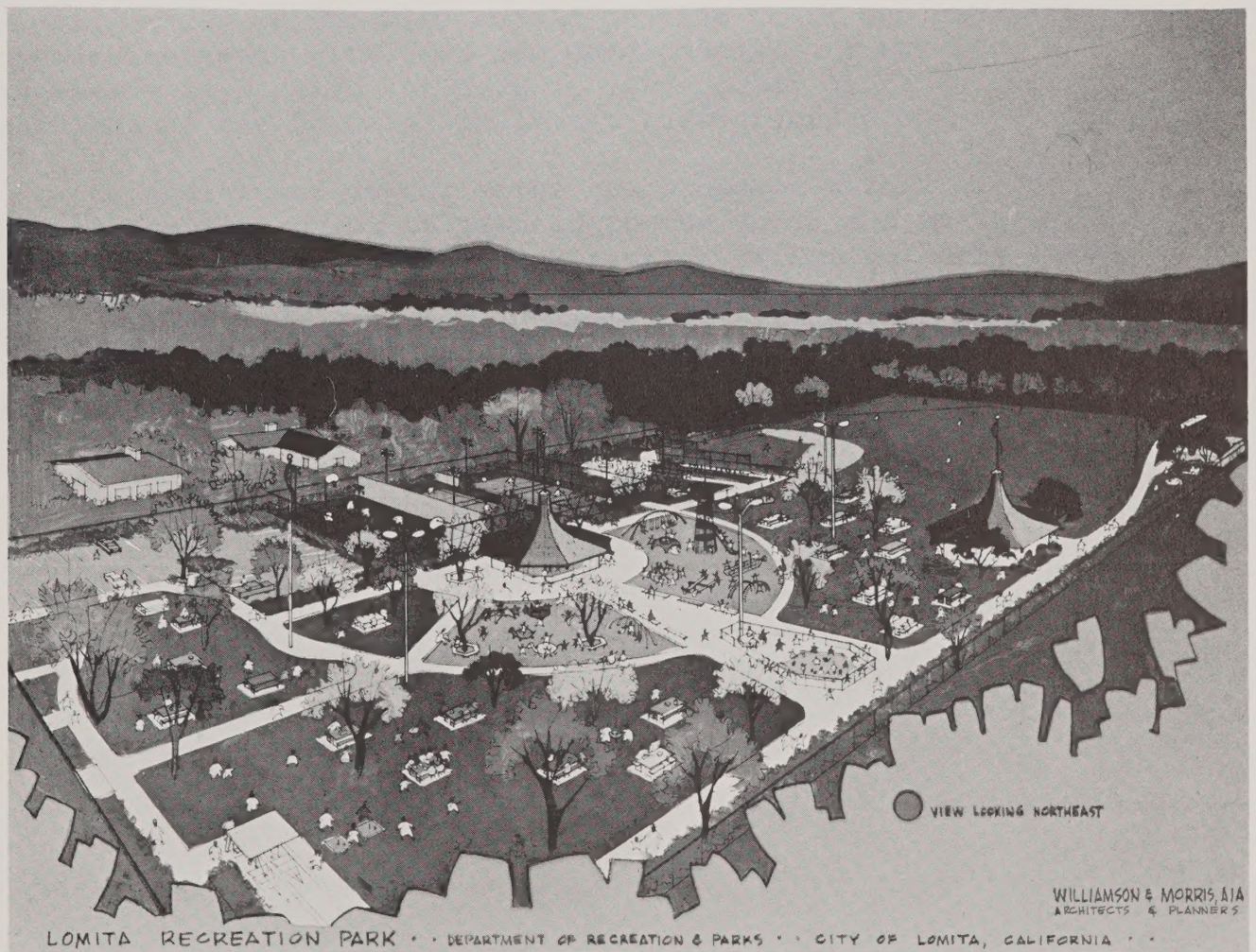
The City has recently established the Martin S. Lewis Railroad Museum at 250th Street and Woodward Avenue. This Museum was donated to the City by Mrs. Irene Lewis in memory of her late husband. The site of the Museum contains a replica of a turn-of-the-century railroad station and an old time steam engine, tender and caboose. There will also be an exhibition and display of model miniature steam locomotives. Mrs. Lewis also operates a unique company, Little Engines, which manufactures miniature steam locomotives. The Company is recognized as the foremost producer in the United States of model steam locomotives and component units. Many of the steam locomotives have appeared in a number of Hollywood film productions.

Another cultural center, the Kuska Museum, is located in Lomita on Walnut Street. Mrs. Kuska has a collection of dolls that is considered to be one of the finest in the Country. Both museums will contribute to the interest and attraction of the City.

Schools, Parks and Recreation

These three land uses have been combined into a single element of the Plan to promote the further coordination and use of facilities.

In a small community that is near totally developed it is most difficult and expensive to consider new recreation sites. At the present time the Lomita Recreation Center, schools and other facilities outside the City partly serve the recreation needs of the City. These sites alone are insufficient and will not meet future needs. The Lomita Recreation Center is located at the northeasterly section of the City. The school sites within the City are also limited by highways and land use barriers to portions of the City.



In considering recreation service areas of the City it was evident that the west-central and the southern portions of the City were in need of recreational facilities. Two new recreation-park sites have been proposed on the Plan. In the west-central area of the City a 2 to 3 acre site should be developed. This will require the acquisition of existing developed properties, but the recreational needs of this area will have to be provided. This site may also involve the closing of some streets to obtain the desired area. It may also be possible to tie-in the proposed recreation site to the Civic Center which could benefit the parking needs and aesthetics of both developments.

The recreational needs of the southern area of the City could be improved by a 1 to 2 acre park. The rolling hills and larger lots of this area has a lower population density to satisfy. The medium density areas of the City should provide their own recreation and open space needs with each new development. It may also be necessary to provide tot-lots or vest-pocket parks in various sections of the City to supplement these recreation-park sites.

No additional school sites are proposed within the City. A new elementary school is planned to the south and easterly of the City that will also serve a portion of Lomita. The three schools in the City should consider some expansion to their sites for additional play and recreation use. It would also be desirable to plan for additional landscaping and beautification of their facilities.

CIRCULATION ELEMENT

It was stated earlier that one of the largest planning problems facing Lomita will be to create some logical order to the land uses. Another major problem will be to provide an adequate street and traffic pattern for the City.

Most of the local residential streets within the City have a 50 feet right-of-way, which is substandard by today's traffic needs. The existing roadway widths do not permit two lanes of travel and parking on each side of the street. The existing standard of a 60 feet minimum street inherited when the City incorporated is most desirable, but has not proven practical to achieve. In an older, highly developed community, such as Lomita, there are many existing improvements and problems in construction to overcome.

On local streets, the minimum roadway width (curb to curb) should be 36 feet. This would provide two 10 feet travel lanes and two 8 feet parking areas. On roadways less than 36 feet, parking should be restricted on one side of the street. On other minimum width streets, parking may have to be eliminated and a pattern of one way traffic designed.

By keeping the 36 feet roadway or the travel lanes constant, it would be possible to vary the right-of-way widths. In some cases in order to provide a 36 feet roadway on a right-of-way of less than 50 feet, it may also be practical to place sidewalks on an easement so as not to disrupt existing improvements.

The 36 feet roadway on a 54 feet right-of-way provides for separated sidewalks and a planted parkway. On a 50 feet right-of-way the sidewalks will need to be 7 feet in width to allow for driveway depressions, utility poles and other appurtenances in the sidewalk area. In this urban area and with the residential densities of Lomita, proper street improvements will improve property values and be essential to the safety and convenience of traffic and pedestrians.

In designing the street circulation plan for Lomita, a collector street pattern was used to improve cross town movement. This collector system will also relieve the grid pattern of local streets that are unable to accommodate increased traffic because of limited right-of-way widths. The collector streets will also reduce the number of streets that will require street widening and actual reconstruction.

The east-west collector streets will be 250th Street, 255th Street and 262nd Street. The north-south collectors are Pennsylvania Avenue, Eshelman Avenue, Walnut Street and Ebony Lane. These streets should all have a minimum 60 feet right-of-way and a 40 feet roadway. Narbonne Avenue will serve as a collector and secondary highway. The right-of-way width should be 80 feet and a 64 feet roadway. The major highways are Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Western Avenue and Palos Verdes Drive North. The minimum right-of-way will be 100 feet with an 80 to 86 feet roadway width.

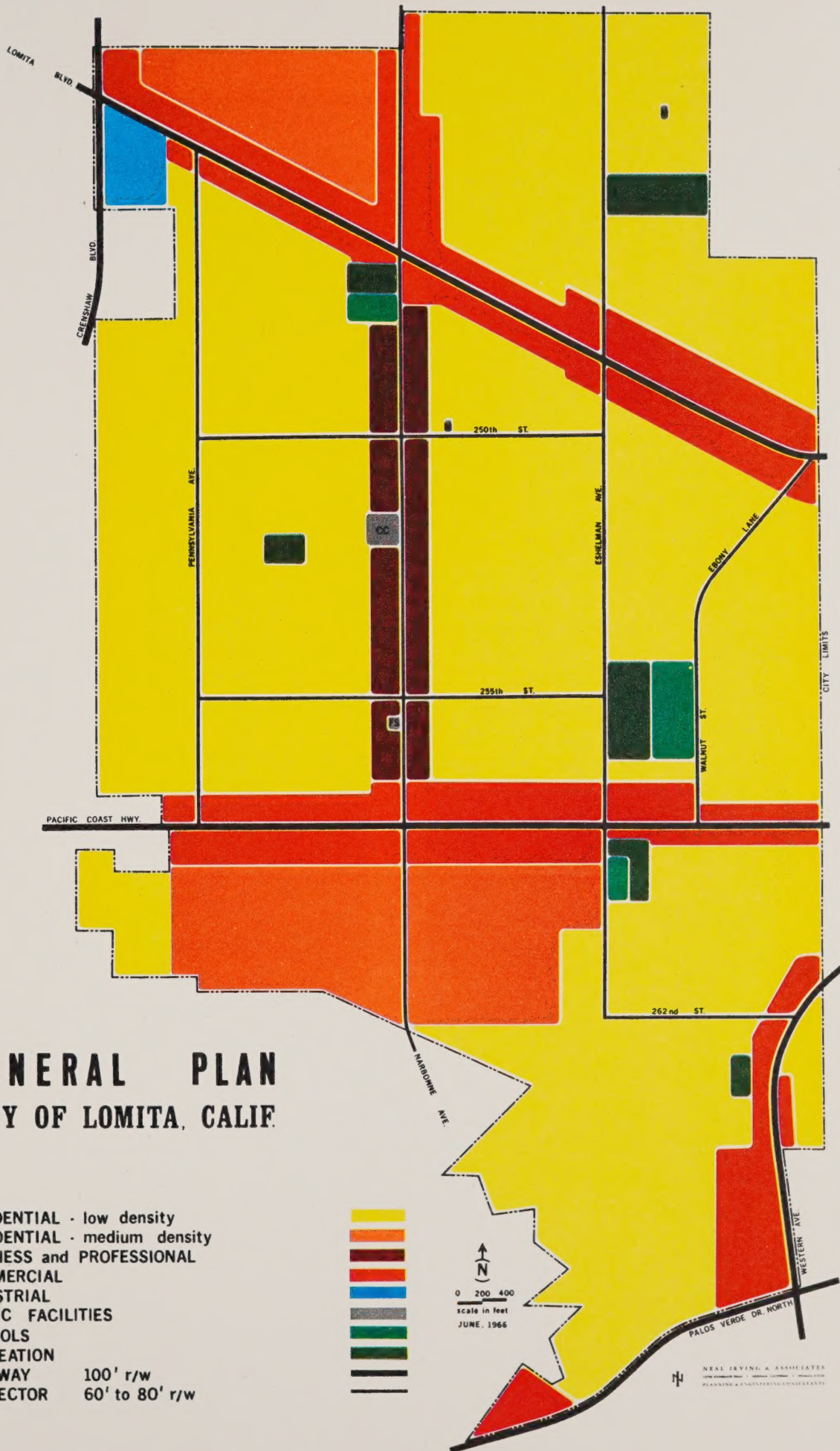
The City of Lomita is within the study zones of the State of California, Division of Highways, route 1 Freeway. The freeway, commonly known as the Pacific Coast Freeway, included several study bands traversing Lomita. Most of the tentative study routes would adversely affect this community. Aside from the physical impact upon the City, it was estimated that one study band would eliminate 10 to 15 percent of the assessed valuation and greatly decrease the population of Lomita.

In studying the proposed freeway route with the Cities of Torrance and Rolling Hills Estates it became apparent that the most southerly of the freeway study bands would be best for the area and each city. One possible route would be south of 262nd Street and parallel in a east-west direction. Another route could be further south and perhaps not within the City of Lomita. The District 7 Engineers of the Division of Highways have not completed their final route analysis and recommendation. The City should maintain close contact with the Freeway Engineers during their study and the final route adoption.

LOMITA GENERAL PLAN ANALYSIS

NOVEMBER, 1966

	<u>ACRES</u>	<u>PERCENT</u>
Low Density Resid.	691	57.5
Med. Density Resid.	75	6.3
Business & Prof.	24	2.0
Commercial	133	11.1
Industrial	8	.7
Public Facilities	5	.4
Schools - Recreation	31	2.6
Streets & Highways	<u>230</u>	<u>19.4</u>
	1197	100.0



POPULATION PROJECTION

It has been estimated that there will be over 1.5 million people in the South Bay area of Los Angeles County by 1980. This is about a 50 percent increase in population since 1960. Many people are attracted to this location because of the fine residential areas, employment, shopping centers and the recreational opportunities. Lomita is near the central location to these desired living qualities.

Under the present zoning of the City, Lomita could also double in population by 1980. The end result would be chaotic and Lomita would lose all of its charm and natural qualities.

The General Plan stresses the need for a more uniform pattern of residential development and a lower density range than the present standards. In the low density residential areas the average density should be about seven families per net acre. In the medium density residential areas the average density should be about fourteen families per net acre. In both areas it would be possible to have higher densities based upon a larger lot area, street access, relationship to other uses and precise development plans. The highest density of the City could be located in the Business and Professional area along Narbonne Avenue. The density of this area could average thirty families per net acre.

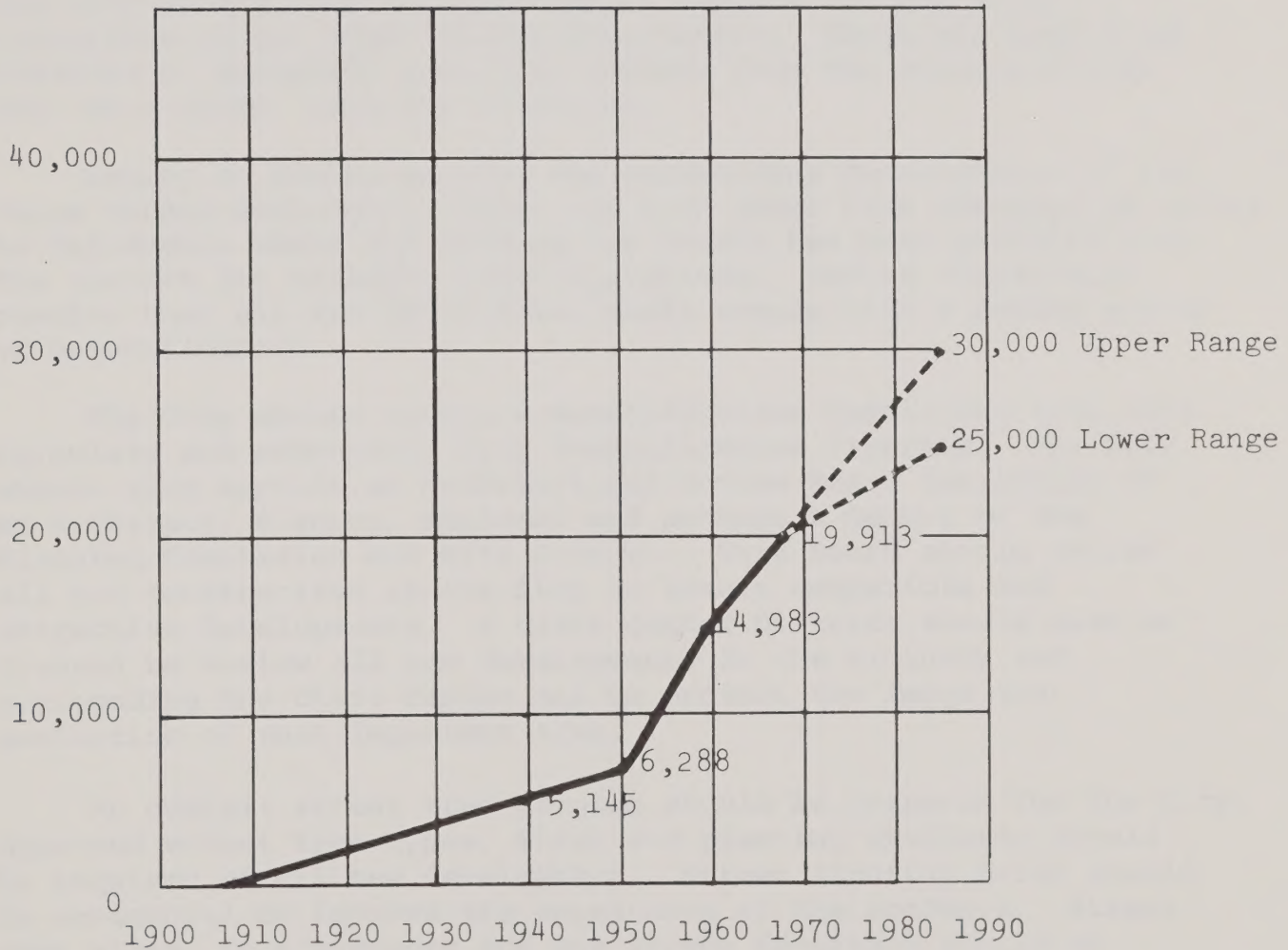
The number of persons per family would vary with each density area. In the low density residential areas there would be about 3.0 persons per family. In the medium and high density areas there would be about 2.2 persons per family.

In reviewing the population growth for Lomita, the fastest rate of growth occurred during the ten years from 1950 to 1960. In that period there was a population increase of 140 percent. From 1960 to 1966 the population increase was less rapid and the growth was tapering off. However, in those six years the population for Lomita increased about one-third, from 14,983 in 1960 to 19,913 in January, 1966.

The City of Lomita now appears at the crossroads. To continue with present density standards the City could well exceed a population of 40,000 in the next 20 years. The recommended density standards for the General Plan projects a population of 25,000 to 30,000 by 1986.

LOMITA, CALIFORNIA

POPULATION PROJECTION



COMMUNITY DESIGN

The City of Lomita should embark upon a vigorous program of City Beautification. In the 60 years since Lomita was created there have been many mistakes and problems in land use development. Since many buildings were constructed with an anticipated life of 30 to 50 years, Lomita will be concerned with much reconstruction and redevelopment. The General Plan will also stimulate many land use changes. Land economics will further dictate the reuse of property within the City.

There has been considerable advancement in the planning and zoning fields with regarding to aesthetics and beautification. The City should take the position to improve the community appearance in all types of new development. There are many local examples of unsightly uses that detract from the immediate area and, as a group, from the community.

Nearby to Lomita we have the outstanding developments of the Palos Verdes Peninsula. There are also other fine examples of cities in California where the concern for beauty has been parallel with the concern for building code regulations. Lomita should also resolve that all new development shall comply with a strong policy of beautification.

The City should create a Beautification Commission that will formulate and administer City Beautification Programs. The City should also appoint an Architectural Review Board consisting of an Architect, Planner, Engineer and perhaps a member of the Planning Commission and City Council. This Board should review all new construction in the City to insure compatible and attractive developments. A Civic Center District should also be created to review all new developments in the vicinity and surrounding the Civic Center and to protect the image and aesthetics of that important area.

An overall street tree program should be prepared for the City. Approved street tree types, sizes and planting standards should be required of all new development. Street lighting poles should be ornamental to improve the appearance of the roadways. Street name signs, fire hydrants and any street furniture should be selected so as to blend in with the various types of land use. In new residential subdivisions, electrical services should be placed underground. Utility poles in other areas should also be studied for placement underground in the future.

Open parking areas should be landscaped and screened from the street. Storage and delivery areas should be so located that

they will not detract from the appearance of the land use and general area.

Effective sign control standards should be prepared to protect the appearance of the commercial centers. Provisions for landscaping should be required in all land use districts in the City.

The various suggestions for the beautification of the City are not involved nor expensive to the property owner nor the City. The landscaping and measures for beautification will preserve property values and eliminate urban blight. Lomita grew to a city with a population of 20,000 without a Comprehensive General Plan. It will take many more years to solve some of the land use problems of the City. Community design, beautification and aesthetics for all new development will insure the investments of growth for the future.

EFFECTUATION

IMPLEMENTATION

What will the City of Lomita be like twenty years from now?

For the first time this community will have a Comprehensive General Plan to guide future growth and development. The General Plan will serve as the foundation for specific and precise plans for redevelopment. The general proposals of the City's plan will receive form and dimension by these precise plans.

The General Plan provides long-range thinking for the needs and desires for the future. The General Plan also provides solutions to some of the present land use problems. The Plan sets forth the goals and objectives of the community. The Plan serves as the advanced planning proposals by which property owners, architects, engineers, planners and developers may prepare their individual plans with respect to the Comprehensive Plan. The General Plan is a policy statement that will assist the City to better meet the challenges and changes of the future.

Many cities incorporate so that the citizens may have their own local representative government and because the people desire to determine their own land use policies. This was the case for Lomita. One of the first City commissions formed after Lomita became a City was the Planning Commission. This dedicated group of 7 men inherited a Zoning Map that was prepared in 1954, an interim County Zoning Ordinance and Subdivision Ordinance. One of the early actions was to recommend for the preparation of a long-range, Comprehensive General Plan. The City Council and Planning Commission realized the need and importance that the planning of today determines the city of tomorrow. And it is now necessary to put the General Plan into motion.

The General Plan serves as a guide for the administration to follow and assists the Planning Commission and City Council to determine proper land use decisions. The General Plan will not directly affect the use, operation or zoning of any property within the City. One of the best means to implement the general proposals of the City's Plan is by a Precise Land Use Plan or Zoning. Zoning determines the exact location for a proposed land use, specifies the standards for development and regulates when the proposed developments are to take place. Zoning gives form, shape and definition to the General Plan. Since the General Plan is a long-range document, zoning can regulate premature developments. Zoning will also require the provision of certain site improvements so that the City may be developed in an orderly manner.

Subdivision control is another effective means to implement the City's General Plan. The street and highway standards are part of the Subdivision Ordinance. The review of subdivisions regulates the lot pattern and design, street access, utility and street improvements and other conditions that will affect the proposed development. The precise development of land by subdivision review and approval effectuates the goals and objectives of the General Plan.

The Capital Improvement Program coordinates the various capital projects proposed in the General Plan. This program lists priorities, estimated costs for land and improvements and suggests methods of financing. In this manner the long range proposals of the Plan receive an estimated time placement in conjunction with need, relationship to other projects and the ability to finance. The Civic Center, parks, museums, streets and highways, utilities and other public projects will all be included in the Capital Improvement Program.

The City of Lomita will need to cooperate with their adjacent cities and related political agencies in the growth and development of this area. The plans for Lomita will need to be coordinated with the various planning units of the area. Lomita should actively participate with the South Bay Planning Group of the Los Angeles County Regional Planning Commission. In this way larger projects involving freeways, regional parks, rapid transit, schools, highways and other public developments can be reviewed with the separate community plans of the South Bay area. Further association with SCAG (Southern California Association of Governments) extends this needed coordination of individual planning units into an overall agency concerned with regional planning.

The City of Lomita will need to continue to inform its residents of the general and specific plans for development. The local citizens should be encouraged to participate in the implementation of the City's plans. The City should also provide able assistance to new developers and subdividers interested in the growth of the City. The City should set firm policies for the Planning Commission and Administration to guide proper land use improvements. The studies and surveys of the General Plan should be maintained to facilitate future specific plans. The General Plan should be reviewed annually and a progress report prepared to keep the Plan current with any changing conditions and needs. In this way the City's General Plan will mature as we face the challenges of the future.

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